financiai.

PACIFIC BANK, NEW-YORK, Sept. 25, 1856.

THE ANNUAL ELECTION for THIRTEEN
DIRECTORS of this Bank will be held at their Banking
Bosses, 48 TUESDAY, the 12th day of October heat, between
the boure of 12 m, and 1 p, m. By order of the Board,
R. BUCK, Cashler

BONIS due in 1892 crit OF BURLINGTON (IOWA) TEN PER CENT BONIS ON S. pt. 1, 1078 COUNTY OF JOHNSON (IOWA) TEN PER CENT

OFFICE OF THE NEW-YORK AND ERIE RAILEOAD CO., {
New-York, Sept. 11, 1852.

THE annual election for DIRECTORS of the
NEW-YORK AND ERIE RAILEOAD CO. will be held
the office in Erie-place, on TUESDAY, the 12th October next,
from Diochek a. m. to 2 o'clock p. m.
The Transfer Books will be closed on the 1st October, at 2 p.
and be reversed on the day after the election.

No. 5 Rue de la Paix, Paris,

AND SAN BANKERS,

Ro. RWallat, New-York,

Place LETTERS OF CREDIT for Mercantile purposes. Also,

Clace Lar LETTERS OF CREDIT on the principal toward director.

Belgium,

Great Britain,

Belgium,

Great Britain,

Reland,

Portugal,

Athere.

Belgium, Italy,
Great Britain, Spain, Germany,
Ireiand, Portugal, Russia,
Bolland, Switzeriand, Sweden,
Athens, AL-CO, ON
Beyrout, Jernsalem, Cairo, &c.
Bulls ON PARIS, and STERLING BILLS, at abort or Stays' sight, for sale in some to suit.

JOHNSTON & McDOWELL,
ATTYGENEYS-AT-LAW,
LOUISVILLE, KENTUCKY,
Collect Claims throughout Kentucky, Indiana, Tennesse and
Dianeas, through relable correspondents.
New York References—Duncan, Sherman & Co., Hewitt &
Co., and Thompson Brathers.
Mr. Johnston will remain in New-York a month, during which time communications left with HEWIFT & Co.,
will be promptly attended to in person.

JOHNSSIMPSKENDER,
Agent for LAKE SUPPERIOR COPPER MINING COS.,
and STOCK BROKER,
No. 4 Hanever-st.
KELEKKENESS:

MARINE BANK, New-York.

EARINE BANK, New-York.

EOSES A. HOFPOCK, esq., Treasurer, Minnesota Mining
Co., New-York.

ASHLEY & NORRIS, New-York.

JOHN R. GRANT, esq., Detroit, Mich.

ASHLEY & NORRIS, STOCK AND NOTE BROKERS,

STOCK AND NOTE BROKERS,
No. 52 Exchange-place.

REFERENCES.

WM. A. BOOTH, esq., President Am. Exchange Bank, N. Y.
C. O. Halstrad, esq., President Munistian Co., New-York.

The Hon. W.M. B. Ogden, New-York.

Planklin Havin, esq., President Merchants' Bank, Boston.

Charles Spracce, esq., Cashier Globe Bank, Boston.

Charles Spracce, esq., Cashier Globe Bank, Boston.

Messir, Girrent & Sons, Banker, Boston.

Messir, Girrent & Sons, Banker, Boston.

Messir, Codden, Flertwood & Co., Chicago, Bl.

Messir, Firches, Lynde & Miller, Milwauke, Wis.

WEENV. DITTENNITATION.

BANKERS, FART & Co.,
BANKERS, FART & Co.,
BANKERS, FART & Co.,
BANKERS, FART & Co.,
WASHINGTON, D. C.
Particular attention given to COLLECTIONS here, or is
Figure at the control of the c

PIRST CLASS DRY GOODS, Grocers' and tron Paper, wanted by JOHN E. MURRAY. No. 40 Wall street, (Manhattan Bank.) Collections is ade throughout the United States and Canada.

Insurance Companics.

K N I C K E R B O C K E R FIRE INSURANCE COMPANY, OF NEW-YORK, No. 64 Wallst. INCORPORATED 1707.

WITH A SURPLUS.
INSURES AT REDUCED RATES.
WILLIAM TUCKER, President. One. Hongspon, Secretar

Professional Notices.

A MERICAN and FOREIGN PATENTS.

J. P. PIRSSON, No. 5 WALL-ST., N. Y.

A WORD to the SUFFERING,-Mr. J. A LUEWENDAHL, the MAGNETIZER, whose healing powers are a know-ordered to be wonderful, continues to cure all sarable discusses by Magnetians. HEADACHE and TOOTH-ACHE curved instantly. RHEUMATISM often cured in a few days. From 3 to 11 a.m., No. 52 Court-st., Brocklyn, from 3 to 41 a.m., No. 52 Court-st., B

BURR & LORD, SHORT-HAND WRITERS, No. 119 Nassauest Official reporters in the United States the from 1845 to 1874. CANCERS REMOVED and PERMANENTLY

ANCERS REMOVED and PERMANENTLY CURED, without the use of the Kmie, by Dr. E WHITMEY, No. 129 West Sother, New York.

The remery is purely vegetable, and excels all others. First, is the rapidity of its operation. Second, in the slight pain and inflammation produced. Third, in the completeness of its cure. Canbers, if cured at all, must be caused quickly. The time occupied in destroyma the scatterous mass by this remedy, varies from ten to ferty-dive minutes. After its removal, the healing process is perfected, and a radical ours obtained in from two to fat weeks. It produces little of no pain, causes no nervous or fat weeks. It produces little of no pain, causes no nervous or consummational derangement, but, it fact, policyes pain, and is the only safe and perfect remedy known. Went, tumors, moles, and brith-mass are also removed in a few minutes.

DR. LEVETT'S Patent Air Chamber Atmos phericPHESSURE PLATES for artificial teeth, supersed, sag the cld method, dees not cover the roof of the mouth, is much lighter, framer, and produces comfort unattainable by any other process.

M. LEVETT Inventor and Patentee.

No. 12 Waverly-place, test Broadway.

Aliscellancous.

BILLIARD base not been a customers and the public in green that we have on hand a bustomers and the public in BILLIARD BADATELLE and FOOL BALLS, which will be add cheep for each. Also, manufacturers of Uniberlia, Paracon, Whip and Cane Mountage, Martingule and Naphia Rinas, lang to the public, from our lorg experience to business, and cateriars arrangements for manufacturing, that we are prepared to formal all orders in our line on the shortest notice.

Purchasers would do well by giving as a call before purchasing the where Orders by letters promptly attended to, And Goldsmith, Hall, Library et. Philadelphia.

B.—WHO has not heard of the celebrated by Madame PREWSTER? She has been consulted by broasands in this and other cities with entire satisfaction. She was conficient site tax ro-equal. She tells the name of form which at each state of the work of the state of the satisfaction. She will be supposed as a state of the work of the satisfaction of the work of the satisfaction of the satisf

STOVE POLISH. - A very superior article for ly use ; it is clean, durable, and brilliant, and exceeds g of the kind in the market. It is also a great saving of QUARTERMAN & SON, 114 John-st., New-York.

Daints, Oils, Blass, &t.

COBURN'S EXTRA OIL-Very superior for Machinery and Borning on he more desirable. Harrels of gallers. JOHN W. QUINCY & Co., 38 William et.

Ocean Steamers, &t.

SAN FRANCISCO and FRASER RIVER
GOLD MINES ORRECT.
FOX LINE
The elegant Ai dispersing
GRAY FEATHER.
1,000 tone burden.
Will positively be the first reced in sail for the above. This
clegant vessel has made the quickert passagre on record, and ber
are some odatlons are of the first order. Everyfailing will be done
to make passengers complettable, and feel at bomm. No deay
will occur in getting this vessel off, as the freight is engaged, and
room remains but for ever passagrers.

will occur in setting this years of, as the freight is engaged, and room remains but for few passencers.

KINDNESS AND COMFORT GUARANTEED.

***Steerage.**

Secund canin ashoon.**

Deck cabin, forward none.**

First cabin ashoon.**

Passengers found with everything except wines and liques. I unreduct application for passage must be made, as a limited number of berthe remain.**

Or on board, Pier No. 6 North Rivet.

FOR SAN FRANCISCO.—The CALIFORNIA,
NEW YORK and SUROPEAN STEAMSHIP GO. wall
dispatch, on the 20th inst., the Steamship ATLANTIC (late of
the Collins line) for Ascinwall, to connect with the Steamship
Hernann, thence, touching at Rio Janeiro, Valparaiso, Panama

ROYAL MAIL STEAMSHIP ARABIA for LIVERPOOL.—The ARABIA, Jones Stone, commander, will sail from the stream on WE ONESDAY next, 12th inst. A teresy city, and the Arabia, at 10 and 104 o'clock a.m., to convey passengers and bagsage on board. The AFRICA will sail on the 27th inst.

E. CUNARD, No. 4 Bowling Green.

Passengers will find this the most speedy and safe route to the Continent.

EATES OF PASSAGE.

Cable from New-York and Philadelphia.

Third-class from New-York to any of the above-named places.

Return inchets, available for six months.

Gertificates of passage from Antwerp to New-York.

4:

Fassengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp and all parts of the Continent without delay.

Orafts on Liverpool from £1 upward.

NOTICE.—These Steamers are provided with every requisite to insure the immediate extinction of fire, and the strictest discipline is enforced with regard to the use of lights.

For freight or passage, apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New-York, Agent.

In Liverpool, to WM. INMAN, Tower Buildings.

The Vanierbol to WM INMAN Tower Buildings.

THE VANIERBILT EUROPEAN LINE of STEAMSHIPS, between NEW-YORK, SOUTHAMF-TON, HAVEE and BREMEN, will sail as follows, carrying the United States Mails:

Havre and Bremen Southampton for New York of Southampton, Havre and Bremen for Southampton, Havre and Bremen for Southampton for New York VanderBilt ... Nov. 27 (Saturday, Nev. 27) Wed., Dec. 1. Wed. Dec. 2. These steamships have water-tight compartments, and carry like ungeons

Frice of passage per Vanderbilt-First cabin, \$100 and \$120 second cabin, \$50; third cabin, \$50.

Certificates issued for passage from Europe.

Breite delivered in London and Paris.

D. TORBANCE, Arent, No. 5 Sowling Green, N. T.

D. TORRANCE, Agent, No. 5 Sowing Green, R. T.

STEAM to GLASGOW, LIVERPOOL, BELFAST, DUBLIN and LONDONDERRY, without delay, for
630. Return Tickets to either of the shove places, good for six
mouths by any steemer of the line, £60.

EDINBURGH, Cemming. ...SATURDAY, Oct. 30, at 12 noon
GLASGOW, Thompsoin......WED'SDAY, Nov. 24, at 12 noon
Rates of Passage: Cabin, \$75; third class, found with cooked
provisions, £50. For freight or passage, apply to
ROBERT CRAIG, No. 17 Broadway.

OR SAVANNAH AND FURIDA.—U. S. MAIL LINE.—The invortes testambile a LaBAMA. Capt. Geo. R. Schenck, will cave on TUESDAY, Oct. 12, at 4 o'clock p. m., from Fier. No. 4 North River. Cabin rassage to Savannah 45.5. Through tickets given to Montgomery, Chambus, Atlanta, Albany and Macon. Bills of lading signed only on beard. For freight or passage, spliy to SAML. L. MITCHILL & SON, No. 13 Broadway. The rate of freight by this steamer will be 10c. for measurement goods, and other articles in presention. for measurement goods, and other articles in proportion

FOR SAVANNAH.-The AMERICAN AT-COR SAVANNAH.—The AMERICAN AI-LANTIC SCRI.W STEAMSHIP COMPANY'S new and elegant steamship MONTGOMERY, F. Crocker, commander, will leave Plor No. 12, N. R., on SATURDAY, Oct. 9, at 4 celeck p. m. Cahin passage with unsurpseed accommoda-tions, \$15. Through takets to New-Orleans, \$39 50; Mobile, \$55, Montgo nery, \$20; Albany, Ga. \$24; Albanta and Co-lumbus, Ga. \$23; Moon, \$21. Freight 10 cents per foot and preportionate raise, increase one-half per cent. Apply to H. B. CROMWELL & Co., No. 86 West-st.

Steamboats and Bailroads.

RAILROAD COMPETITION and PUBLIC
SAFETY.—Now that the Railroad Managers are giving us
an illustration of the wasdom of Kilkenny eats (who would not
stop fighting until they had eaten each other up), it behooves
Railroad Stock and Boud holders to bestow a little thought on
the subjects of Railroad profits. It is barely possible that our
Railroad autocrats may not know it at all, they seem to understand (in railroad management) everything perfectly, except
good old-fashioned
COMMON SENSE.

Railrond autocrats may not know it at all, they seem to understand (in railrond management) everything perfectly, except good old-fashiouse COMMON SENSE.

Prudent, careful business men buy their goods at the least rate, and sell them at a fair profit. Manufacturers take advantage of every improvement to facilitate the production and improve the quality of their wares, and they find their reward in so doing; and is there any good not sufficient tenson why the very same general principles should not be applied to the management of railroads. Railroads depend the business on the patronage of the public. The public in its estimate of facilities for travel (especially the cocasional travelers) are governed by precisely the same ribes to industre the purchase of goods, namely, cost and quantry if the two articles are of equal cost, the juditment is then upon the quality only; if one is slightly higher, the quality is the more closely continued, and in three fourths of the cases the preference is given for the better quality at the higher prec. Four of our leading railroads are now in a state of active competition, and carrying passengers at less than cost, each arriving to run the other of, or bring it to terms. It is not too much to asy that in the aggregate the four roads are losing of profits, too, mind) \$100,000 per month, and it is becoming an interesting question as to have long the loss is to continue. Suppose, for instance, one of the four great roads should put its equipment (passenger especially in perfectly safe condition, adopt improvements of known and acknowledged value, rendering a recurrence of the fearful chamber of past years an impossibility, imitate, for instance, the example of the

[MILDSON RIVER]

(or some others we might name), the practical and safe management of which is superior by 100 per cent to any other road in the United States—engineer of the farth of substants of past years an impossibility, imitate, for instance, the example of the

may be, and we commend them to your thoughtful consideration.

The improvement that is manufactured by this Company is in an eminent degree calculated to promote the safety of railroad transit. The idea is to place all the brakes of the train in the bands of the engineer. It is a desideratum long sought for by railroad owners, and now practically and successfully attained. This improvement must, in the nature of things, be surveyably used; it is now in general use in many of the best managed lines in the Union, and it meets the approval of the ablest practical railroad managers, and furthermore it is warranted to arrever the purposes intended, or no sale. There is no excuse for delay in this matter. You do not know at want moment such a device may be worth ten times its cost in the protection of your property, and the safety of himan life. Your duty and your increas alike demand its prompt adoption. Orders are solicited from all Companies desirons of rendering travel on their road perfectly safe.

WING CREAMER, No. 31 Pinest.

TO BOSTON TRAVELERS-COMPORT and TO BOSTON TRAVELERS—COMPORT and SAFETY.—The public are informed that the Old Colony and Fall River Railroad Company have statehed to the passencer-cars of their road CREAMER'S PATENT BRAKE OPERATOR. This invention (diready in use on many of the best mane red roads of the country) promotes a degree of security to Se and property impossible without it. Railroad Managers who featire to avail themselves of every improvement for the safety of life, are requested to canonice this. Every day observation proves most conclusively that the application of the brake by hand, while it is as good as can be for ordinary purposes, is of no value in the presence of danger. This Company will formed these Machines for all the care of any road, and warrant them to answer the purpose, or to estimate.

W. C. CREAMER, Secretary, No. 3) Pine-st., N. Y.

STATEN ISLAND FERRY.—NOTICE.—

Creap Excursion for Six C-utz.—Boats leave STATEN

IBLAND EVERY HOUR from 6 a. m. to 6 p. m.

Leave WHITEHALL from 7 a. m. to 7 p. m. for Quarantine,

Stapleton and Vanderbitt's Landing.

DEOPLE'S LINE between NEW-YORK, CITY ISLAND WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after SATURDAY, Sept. it, the cassive ISLAND CITY, Capt. James Vradethourch, will leave fulton Market dip at 15 p. m. Returning, leaves Mamaroneck at 15 a. m., New Rochelle, 75 c. m.; City Island, 7:45 a. m., and Whitestone at 8:16 a. m.

FOR BOSTON and PROVIDENCE VIA NEW-

CENTRAL RAILROAD of NEW-JERSEY—
Connecting at New-Hampton with the Delaware, Lacksranns and Western Railread, and at Easton with the Lehigh
Valley Railread.
FALL ARRANGEMENT, commencing October 1, 1858.—
Leave New York for Easton and intermediate places from Pier
No. 2 North River, at 74 a. m., 12 m., and 4 p. m., 167 Somerrille by above trains, and 4 t p. m.
The above trains, onnect at Eliasbeth with trains on the Newiersey Railread, which leave New-York from the foot of Courtand-et. at 74 and 12 a. m., and 4 and 5 p. m.
Passengers for the Delaware, Lackawanns and Western Railcoad will leave at 74 a. m. only. For Lehigh Valley Railread at
7 a. m. and 12 m. JOHN O. STERNS, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1858, and until further notice, Passenger Trains will leave Pier foot of Duaneset, as follows, viz: DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal in-

diate Stations.

BOCKLAND PASSENGER at 3 p. m., from foot Champers-st., via Piermont, for Sufferus and intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and intermediate Stations.

HIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo.

The above Trains run daily, Sundays excepted.

These Express Trains connect at Elmira with the Elmira, Canandagus and Niegars Falls, allowed for Niegars Falls, at Bingmannton with the Syraches and Binghamton Builroad, for Syraches, at Corning with the Buffalo, Corning and New-York Rail-road, for Rochester, at Great Bend with the Delawate, tackswamps and Western Railroad, for Stranton, at Hornells-rille with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake-Shore Bailroad, for Gleveland, Cinciunati, Toleco, Detroit, Chicago, &c.

B. F. HEADLEY, Assistant Freedent.

NEW-JERSEY RAILROAD-For PHILA-

DENNS YL VANIA RAILROAD.

THE GREAT CENTRAL ROUTE.

The Pennsylvania Rairosd connects at Pittaburgh with rafirona to and from St. Louis, Mo., Alton, Galena and Chicago.

(ii. Frankfort, Lexington and Louisville, Ky.; Terra Haote Madison, Lexinyette and Indiauspobles Ind.; Cinciennan, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Geveland, Coumbus, Zanesville, Massillon and Wooster, Ohio; also with the tream pack to beat from and to New-Orleans, St. Louis Louisville and Cincinnat.

Through tickets for the Fast can be be to the property of the contract of the country of the contract of the con

ream packet boats from and to New-Trients, so boats boats will and Chedunati.

Through tickets for the East can be had at any of the above-mentioned places in the West.

Passengers will find this the abortest, most expeditious and comfortable route between the East and the West.

PROM NEW-YORK TO CINCINNATI IN 39 HOURS.

PROM NEW-YORK TO CHICAGO IN 36 HOURS.

PROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

FROM NEW-YORK TO ST. BOTTOM ST. BOTTOM NEW-YORK TO ST. BOTTOM NEW-YORK TO ST. BOTTOM ST. BOTTOM ST. BOTTOM TO TKACK. OF further information, may be had at the Through Tikkets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD, No. 2 Astor House, Broadway.

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January 1, 1858

No. 3 Astot House, Broadway.

J. L. ELLIOTT, Arent

P. E. N. N. S. Y. L. V. A. N. I. A. R. A. I. L. R. O. D.

The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-Western and South-Western states by a continuous Ralliway direct. This Read also connects at Pittsburgh with daily lines of steamers to all ports on the Western Rivers, and at Cheveland and Sandusky with the steamers to all ports on the North-Western Lakes—making the most fixed, cheap and reliable route by white FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGH.

Fast Class.—Boots, Shoes, Hate and Caps, Books.

Dry Goods (in boxes, baies and tranks), Drugs (in boxes and bales), Frathers, Furs, &c.

BECOMD CLASS.—Bounestic Sheeting, Shirting and Ticking (in original bales), Drugs (in oasks), Harding Class.—Control of the Shoet of Caps, Control of Caps, Cap

COTTON— P bale, not exceeding 5 m weight, until further notice.

In shipping goods from any port east of Philadelphia, be particular to mark the parkage "Via Pennsylvania Railread." All Goods consigned to the Agents of this Koad at Philadelphia of Philadelphia will be forwarded without detention.

Falticath Access.—Harris, Wormley & Co., Memphis, Tenn.; R. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumeenill, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meidrum, Madbon, Ind.; H. W. Brown & Co., and Iratin & Co., Cinclinati, N. W. Grabam & Co., Zanewille, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co. No. 1Astor House, New York, and No. 1 South Williamest., New York, E. J. Sueedet, Philadelphia; Magaw & Rooms, Battmore; D. A. Stewart, Pittsborgh.

H. H. HOUSTON, General Freight Agent, Philadelphia.

T. A. SCOTT, Superintendent, Altoona, Pa.

WATER-CURE ESTABLISHMENT. -- Dr.

DRUGS, MEDICINES and CHEMICALS.

TN PHESHANCE of an order of the Surrogate IN PUESUANCE of an order of the Surrogate
of the County of New York, notice is hereby given to all
resons having claims against SENJAMIN S. K. RICHARDSON, late of the Cly of New York, decreased, to present use
since with voucless thereof to the subarriber, at his place of
husiness, No. 10 Grand-street, in the City of Brocking Eastern
Datrict, on or before the infinit day of April next.—Dated, NewYork, the eighth day of October, 1889.

c9 Iswims OLIVE W. RICHARDSON, Executor,
OLIVE W. RICHARDSON, Executor,

Sheriff of the County of New-York:

title foor, of einster one lundred and thirty of the same planed Application, of the same, as far as the same are applicable; and such canvassiable be completed by ascertaining the whole number of votes riven in each election district or poll for a Convention, in the whole number of votes given against such Convention, in the form aboresid; and the result being found, the inspectors shall make a statement in words, at full length, of the minuber of ball in the statement in words, at full length, the whole number of balls having thereon the words, "Shall there be a Convention or revise the Constitution and small be same! Yes." And alse the whole number of balls having thereon the words, "Shall there be a Convention to revise the Constitution and small the same! Yes." And alse the whole number of ballots having thereon the words, "Shall there be a Convention to revise the Constitution and amend the same! Yes." And alse the whole number of ballots having thereon the words, "Shall there be a Convention to revise the Constitution and amend the same! No." Such statements as aforesaid of all contain a caption, stating the day on which, and the minuter of the district, the town or ward, and the county at which the election was held, and at the end thereof a certificate that such statement is correct in all respects, which certificate shall be subscribed by all the inspectors, and a true copy of such statement shall be immediately filed by them in the office of the Clerk of the townfor city.

4.4. The original statements, duly certified as aforesaid, shall be delivered by the Inspectors, or one of them to be deputed for that purpose, to the Supervisor, or, in case there be no Supervisor, or he shall be disabled from attending the fleated of Canvassers, then to one of the Assessors of the town or ward, within the west, or one shall have been subscribed by such laspectors, to be disposed of as other statements at such election are now required by law.

5. So much of articles first, second, third and fourth, of tit! A. So

The above is published pursuant to the notice of the applished pursuant to the notice of the secretary of State.

The above is published pursuant to the notice of the Secretary of State, and the requirements of the Statute in such case made and provided.

Sheriff of the City and County of New York.

The All the public newspapers in the county will publish the above once in each week until the election, and turn hand in their bills for afternism; the same, so that they may be half before the Board of Supervisors, and passed for payment. See Revised Stat., vol. 1, chap. 6, title 3, article 2, part 1st, pare 149.

Vised Stat., vol. 1, chap. 6, title 3, article 2, part 1st, pare 149.

SUPREME COURT—City and County of New-York.—THOMAS TILLOTSON spainst JACOB UNDER-HILL.—Sunnames for money demand on countest.—Com not set.)—To the Defendant: You are hereby sunmanded and required to answer the complaint in this settion, which has this day, ben filed in the office of the Clerk of the City and County of New-York, at the City Hall. In the City of New-York, and to serve a copy of your answer to said complaint on the subsequent, at his office, No. 82 Merchants* Exchange, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aformaid, tae plaining in this artice will take pudgment against you for the sum of fair thousand four hundred and forty-nine 22100 dollars, with interest from the first day of June, one thousand eight hundred and fifty eight, besides the cost of this autom.—Dated Oxboer 1, 1858.

Plaintiff's Attorney.

THE GREAT WONDER OF THE NINE-TEENTH CENTURY. PROFESSOR WOOD'S HAIR RESTORATIVE.

HAIR RESTORATIVE.
Says the St. Louis (Mo.) Democrat: Below we publish a letter to Dr. Wood of this city from a centleman in Maine, which speaks glowingly of the superior merits of his Hair Tome. Such evidence must have its effect, when coming from a reliable source. If certificates are guaraties of truin, the Doctor needs no encondume nor accless puffery from the Press; Dearn, Maine, Jan. 20, 1836.

Prof. O. J. Wood & Co.—Gentleman: Having my attention called a few months since to the tightly bean head of the street.

Q. Do you know Eilmio Sanchezy Dolz? A. He discussed in the months since to the tightly bean head of the street. Some third white, my whishers were of the same characted. Some three months since I produced a bottle of your flair Restorative, I and used it. I som found it was proving what I had winded. I also found it was proving what I had winded. I also found it was proving what I had winded. I went there a week I have since procured a stotle world that the gray er white hair has totally disappeared, both bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle, of which I have used some. I can now centify to the bottle of the lateral of the lateral of the condit

twenty-five years. I am now sixty years old; my good wife, at the age of fifty-two, has used it with the same effect.

The above notice I deem due to you for your valuable discovery. I am absured that wheever will rightly use it, as per directions, will not have occasion to contradict my statements. I am a citizen of this city, and a resident here for the last fifteen years, and an known to nearly every one here and in the adjuling lowns. Any use you may make of the show, with my name strached, is at your service, as I wish to preserve the heauties of nature in others as well as mysed. I am truly yours.

WOODS HAIR RESTORATIVE

Q. Is that all that you know about him? A. Yes.
Cross examination.—Q. What countryman is he?
A. He came from Spain! I don't know what part.
Mr. Jonchimesen was bere informed that the Grand
Jury had indicted Mr. Macomber.
William Kins, sworn.—Q. Where do you live? A.
In Lisben, Portugal.
Q. Where were you born? A. St. Michaels.
Q. How old are you! A. Twenty-three.
Q. When did you first come to the country? A.
When I was eleven years of age.
Q. Been here ever since! A. I went home once.
Q. What is your business! A. On the sea.
Q. Have you always been a sailor! A. I came to
this country as cabin boy, and have been to sea ever
since. Q. Did you go out in the Haidee! A. Yes, Sir.
Q. When! A. Last of February.
Q. What sort of a seaman was you! A. Able
seaman.

New-York Daily Tribune.

LAW INTELLIGENCE.

U. S. COMMISSIONER'S OFFICE, Oct. 3-Before Mr. Kenneth G. White.

THE SLAVER HAIDEE-INDICIMENT OF THE MATE.

The examination of Macomber, the mate of the Haidee, and five of her crew, before United States Commissioner White, was continued this morning. Zachariah Seaver, sworn and examined by Mr.

Hunt-My office is at No. 113 South street; I am a general shipping agent; I assist in furnishing crews for vessels, and pay them advance wages; I furnished the crew of the ship Haidee; I think it was in the early part of January, or about that time; Sanchez Y. Dolz was the man who employed me in that business: have seen his sign in Pearl street; he came to my office for this purpose; subsequent to that I went to his office in Pearl street; I think No. 187; he had a sign up there; I never visited him at any other place, and do not know where he resides; I knew only one of the ship's company that I furnished—that was the mate; I had known him about three years; the mate's name is Macomber; I became acquainted with him in this city; he has shipped with me in different vessels, and I have talked with him frequently; he did not tell me where he was born; I marked it down according to his protection; he signed shipping articles

did not tell me where he was born; I marked it down according to his protection; he signed shipping articles in my presence.

I am a notary public; the paper was executed before me as a notary public; I saw Mr. Macomber sign his name to it: the balance is written by my clerk; this was filled in after the name was signed, and while he was present; he never told me where his home was; I paid this crew their advance; I furnished the money myself; Mr. Dolz paid my bill after the ship had sailed; I had nothing else to do with this vessel at the time she cleared in January; I donot know whether Mr. Dolz is a foreigner; I should suppose he was a foreigner; I have been on board the Haidee several times, and was at the time she cleared last; I did not see Mr. Dolz on board at any time; after he told me to ship the crew he saw the master on the subject; the master's name was Debson at the time, the Captain's name was Whitney.

Cross-examination by Mr. Joachimssen.—When I was called on to ship a crew, I was told merely to ship a crew for that ship, and was referred to the captain for orders; the articles had been filled in at the time Macomber signed them; I got the description of the voyage from Capt. Dobson, on board of the ship; no other voyage was spoken of to me.

Q. Had the master of the vessel signed at the time of Macomber's signing? A. I think not.

Q. When did the Haidee sail? A. I do not remember the day, I think along the forepart of January.

Q. Were you on board when she sailed? A. I was within a half an hour.

Q. How long before did Mr. Macomber sign these articles? A. About a week or ten days previous.

Q. When did the crew sign the articles? A. Some three to five days before she sailed; she was detained two or three days.

Q. When did the crew sign the articles? A. Some three to five days before she sailed; she was detained two or three days.

three to five days before she sailed; she was detained two or three days.

Q. When did Capt. Whitney take command? A. Two or three days before the ship sailed.

Q. Did you engage the captain? A. No. Sir.

Q. Do you know who did? A. I do not.

Q. Did you speak with the captain about his voyage?

A. I think not.

Q. When did Mr. Whitney sign these shipping articles? A. I think the day before she cleared.

Q. Then, when Macomber came on board, Capt. Dobson was in command? A. Yes, sir.

Q. Was anything said to the crew or mate about the change of captains? A. Nothing that I know of.

Q. Do you know whether Mr. Macomberwas shown the shipping articles after he had signed his name?

A. Not that I know of.

Q. What was this put down from? A. Either from their protections or their statements.

Q. Do you know whether any of these men are merican citizens! A. I don't know. ties of commerce demand that you should ship as Americans persons who are not Americans? A. We don't have more than one man in a hundred that's an

American citizen; we have to do so; there are no Americans to be had for foreign going ships.

Q. Yet they show you protections? A. O, they get them; one may answer for twenty men; it is not my Q. Do you know how these men were got? A. We

put the ship's name up on the bulletin, and her voyage, and pick the men cut of those that want to go, and that we think will suit.

Q. Is the bulletin of the Haidee destroyed? A. I

presume so.

Q. What did your bulletin say of the Haideo? A.
I think ship Haidee, Gibraltar.

Q. Were there any of the crew whom you did not procure? A. The cook and steward were already on Q. Do you remember Jacobson, Frank or Maurice?

Q. Do you remember Jacobson, Frank or Maurice?
A. I do not.
Q. Did you suggest Mr. Macomber yourself? A. I did: I sent him to the captain with a written recommendation for chief efficer.
Q. For what veyage had you shipped him before?
A. I think on West India voyages; I think three voyages as first officer of the bark Cadet.
Q. Who were on board when she sailed? A. I did not reduce anyone except the stevedore's men and officers and crew. Q. Do you know who owned the Haidee ? A. Only

Q. Do you know who owned the Haidee? A. Only by supposition.
Q. Did you see her cargo? A. I saw her loading, but do not know what.
Direct examination resumed—Q. You don't get a great many American sailors? A. Not those that are Americans; we get those that appear to be; we always try to get American sailors.
Q. Do you have much difficulty in getting American efficers? A. The best we can do, we have to take at least one-half foreigners for officers.
Cross-examination resumed—You say that Doly appeared to be a foreigner? A. I should take him to be a Spaniard.

a Spaniard.
Q. Do you know whether Macomber has been on the Ceast of Africa? A. I know he has not since I have been acquainted with him.
Q. Did Capt. Dobson take another vessel? A. I

Q. Had you known Capt. Whitney? A. I had seen Henry C. Smith, affirmed-What is your business? A. Custom-House broker.
Q. Did you as such get the Haldee cleared † A. I don't recollect her; I clear a great many, sometimes

as many as a dozen a day.
Q. Do you know Emilio Sanchez y Dolz. A. I do not know the party intimately: I may have cleared a

not know the party infimately; I may have cleared a vessel for him, or a dozen.
Q. Did you ever see Mr. Macomber? A. Never, to my knowledge.
Sidney P. Ingraham, sworn.—Q. What is your business? A. Register Clerk in the Custom-House.
Q. You have with you the papers showing the ownership of the Haidee? A. This is the oath of ownership and registry bond of the ship Haidee; the oath is signed Emilio Sanchez y Doiz.
Mr. Jonebimssen objected to receiving this oath in evidence; it could be used only by the Collector for revenue ournoses.

Q. Who were on board? A. Capt. Whitney, Mr. Micomber here: the second mate was Mr. Coleman; twelve men shefore, heside cook and steward; I was etc. Wilson one, Maurice Alexander, Jo. Frank, there standing, Oliver, Jack McCloud, Jim Antonio, Je. Coaster, Jack, Jo. Cactano, cook, Jo. Marie, steward, and John, an Italian.
Q. In what way were the negroes brought on board? A. Lay stays outside of the ship, and give 'em a hand and est em up.

and Alex, was two; I don't recollect the man who was on the stays.

Q. When you got to Cuba, what then? A. We didn't go mio Havana; we went outside Cardenas; we lay there to our anchor part of the day, and lay there all that night, then, at \$1\circ others, the boat come with two mens in to discharge the neegurs; I was in the peop same time when the mens come up; they say, "We'dly try to discharge to might, or if we can't, we'll discharge to morrow," then next morning two big boats came long side and discharge the neegurs what was live; and then after this we had our pay; then Mr. Macomber and the captain says to us the ship was clear to go to New-Orleans; Mr. Botelho and Mr. Viera and Capt. Themas and Capt. Whitney leave the ship; they discharge the ship to the mate; we went out the same day.

Q. Describe the voyage. A. We ship here, and we had six passenges aboard; one was the owner, named Mr. Botalho; we went to go to Gibraltar, but we went to Cadiz first; at Cadiz we land all the passengers 'shore, and discharged the cargo, flour; and then we take new fore vard board; then we take empty casks to make water; we filled them with water, then we take ballast; then we went to Gibraltar; then we discharge the rest of the cargo, tobacco and flour, and take in rice and beans and more ballist, and then we went from there to Cadiz again, and at Cadiz we take in bread and so forth, and fitted up there to go to St. Michaels, but we didn't; we made Mr. Viers, and one was Capt. Thomas; then we pretend to go to St. Michaels, but we didn't; we made Maderra Island and coast of Africa to the west; the land we made was Chilorgo; there we land Mr. Viera ashore with the letters; three or four hours afterward, a boat came in with the men, and give the orders, ship go cout 40 days; so we went out that same day without Viera, and we went making water to one of the islands, Wanboug; we make all the water, and went out again to cruise; our cruise was finish; we come up to Chilongo again; we lay to our anchor one day and one night in

Objected to.
The Commissioner reserved his decision and ad-ourned to Monday at 11 a.m.
Baptiste, one of the crew of the Haidee, was not present at the examination. When the Marshal's

the room on the floor above, where Judge Betts was sitting, and presented an indictment against John Ma-comber, the mate of the Haidee, charging him with having been engaged in the slave-trade. A beach warrant was accordingly issued, upon which he will be held for trial in case the Commissioner should

SUPREME COURT - CHAMBERS .- Oct. 8 .- Before INGRA-

criter to show cause and the motion for tojunction in this case were argued on their merits, today.

COURT OF COMMON PLEAS—Oct. 7.—Before Judge BRADY.

MALICIOUS PROSECUTION—NONSUIT.

Joseph H. Southard agt. Ferdinand L. Hall.

This was an action to recover damages for an alega of molivious prosecution. On the lots of June, 1837, the defendant passed through the Park, when there was a crowd of people, or assigned by Mayor Wood's conflict with the Metropolitan Police. While passing through the crowd the defendant and his pocket picked. On the next day he caused the plaintiff in this suit to be arrested for picking his pocket. The plaintiff was held to bad, indicted and tried before Judge Russell and sequitted, having introduced evidence before the Jury to show that Mr. Hall was mistaken as to his identity. This action was now brought by the purty so arrested against Mr. Hall for damages for that arrest, the plaintiff naving been incarcerated Mours in the Tombs.

The plaintiff proved all these facts by a number of witnesses.

Courselfor the defendant them moved for a nonemit, and Judge Brady diamissed the complaint on the ground that there was a failure of proof of want of probable cause and analoc in the controlling guide to the desire, that in actions of this kind the que stion of guilt or innocence was not the controlling and on the plaintiff night be one of extreme hardship, yet as the conduct of the defendant was only in bringing a suppress of dender to justice in which he made a mistake of identity, yet that did not per seconditive a want of probable cause or malice.

Mr. A. A. Phillips and Mr. Ferguson for plaintiff; D. & T. Mc-Mahon for defense.

Before Judge Hill Hove.

THE PORTRAIT CASE.

Jeremish Gurney agt. Ellas Howe.

In this case the Jury found a verdiet for plaintiff for

MARINE COURT—Oct. 8.—Before Judge Thompson,
John A. Stephens agt. Christopher Storz.

The plaintiff is trensurer of the New-York Hospital,
and brings this action, under an act of the Legislature of 1850,
to recover a pennity for disobeying the orders of the of the
New-York Herbor-Masters, Robert Murray. The defendant is
master of the lighter Wallace. In September last, Murray forbade the defendant coming in to Pier No. 10, East River. The
order was disobeyed. He also ordered the captain to leave the
pier, which order was also disobeyed. Upon this evidence,
counsel for defendant moved for a mon-suit, on the ground that
the plaintiff most show affirmaticly that the defendant had no
right to occupy a berth at the pier. The Court, however, denied
the motion, bolding that the pre-sumption of law was always in
favor of the performance of official duty by persons appointed
to do it. If the Harbor-Master acted improperly, the ouns was
on the defendant to establish that fact. It may be proper to add,
the act in question is incorrectly printed in the fourth edition of
our Revised Statutes; also in Davies's Compilation and Haskert's Abstract. It is correct as printed in the Seasion Laws of
1856. Judgment for plantiff for 450 at decode.

SNYTH DISTRICT COURT—Oct. 2.—Before Judge FONDA

COURT OF GENERAL SESSIONS-OCTOBER 8-Before

COURT OF GENERAL SESSIONS—OCTOBER 8-Before IRECORDER BARNARD.

No cases were tried in Inis Court to-day, none being ready, owing to the Grand Jury not having presented their moderness. James McGabe, a youth, pleaded guilty to attempt of burnlary in the second degree, but owing to his youth and previous good character the Recorder suprehied sentence on condition that he should leave the city and not return for nive years. Jas Bescem, and it, pleaded guilty to grand larcer years leading \$9.30 from Mr. Paton, his employer, and was a netherest to the Penitentiary for two years.

The Court then adjourned.

BOOKS RECEIVED.

Mr. Heat said that it would show what his sea of his connection with the voyage was. Mr. Hent put the question in this form: Describe the voyage after leaving Cardenas? Objected to. Q. State what the defendant Macomber did and or-dered with respect to the ship after leaving Cardenas. Objected to.

Deputy, O'Keefe, went to the prison after him, he learned that Baptiste had gone crazy.

UNITED STATES DISTRICT COURT-OCT. & Before Judge BETTS.

During the above proceedings, the Grand Jury entered

decide to discharge him.

DECISIONS.

Stephen Duffy agt. Fleming Duncan et al.—Motion to vacate order of arrest denied; costs \$10, to abide events.

THE HARLEM RAILENAD CASE.

Before Indge SUTHERLAND.

Whitney et al., agt. the Mayor, &c., et al.—The order to show cause and the motion for injunction in this case were argued on their merits, to-day.

SIXTH DISTRICT COURT.—Oct. 2.—Before Judge Ponda Michael Fey act George O'Neill and Wife.

This was an action brought by the plaintiff, Fay, against the defendants, O'Neill and wife, for the wrongful taking and converting the sum of \$180 to defendants own use. It seems the defendants, some time after taking the money, and now ledged it to the plaintiff, and promised to pay him the same, but, seem after tak; Fay and O'Neill had a failing out. Fay being in O'Neill's employ, O'Neill dicharged him, and deniet receiving the money, and would not pay it. This same sait, it will be remembered, was tried in the Marine Court, in July but; but, there being a conflict of evidence, the Judge before whom it was tried reserved his decision, and, not giving it in time allowed by law. Fay beam again and hought the present suit. Defendants deny all knowledge of the money, and had some eight witnesses sworm in their behalf. Aftersome bard knocks between counsel, the Jury tetired, and in a few minutes returned a verifiet for the plaintiff for \$180. Thomas Brennan for plaintiff; Bogardus and Brown for defeadants.

The ship's manifest was put in evidence.

Ramon S. Laterre swora—Q. Where do you do business? A. Importer of Cigars, No. 187 Pearl street.

Q. Do you know Eilmio Sanchezy Dolz? A. He dishes business on the second door where I am.
Q. What is his business? A. He dishet to much; that is all I can say; sometimes be sells some cigars. Q. Have you say acquaintance with him? A. We hak sometimes as friends; not about business; when

Key Wast, Sept. 2: —The schr. Belliant, has just arrived, having been ashore on Carystord Beef. How much she is damaged there is to means as yet to ascertain; her fains leed is off tiller broken and rudder damaged. She is supposed to be bound to Baitt one with a cargo of sugar and moissness from Cardenas. [By letter to Lilwood Walter, eag., See's. Beard Und'm.